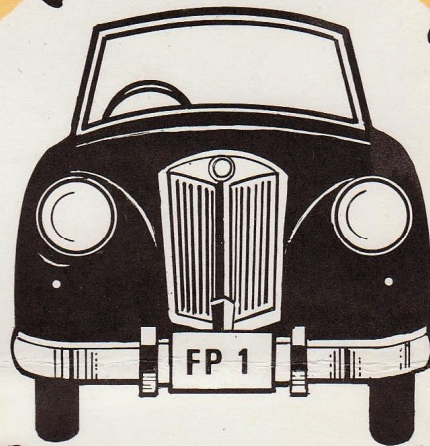


**WINTER 79
SPRING
1980**

Flower Power

**ISSUE
20**



THE TRIUMPH MAYFLOWER CLUB MAGAZINE

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Flower Power

ISSUE 20

WINTER/SPRING 1980

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"Pinnocks", New Road,
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WALTER BELGROVE

Walter Belgrove who was largely responsible for the design of our Mayflowers, has accepted honorary life membership of the Triumph Mayflower club. The letter he sent phil accepting is so interesting that I am pleased to publish it in F.P. so that we can all get an insight of this remarkable man. I only hope his pen will grace our pages in future issues.

THANK YOU W.B.

"Pixie Croft"

Home Farm - Fremington,
Barnstaple, North Devon EX31 DQ
Barnstaple 73065
27th November, 1979

The Triumph Mayflower Club,
P. J. Hall Esq., General Secretary,
75, Morley Road, Staple Hill,
Bristol, BS16 4QY.

Dear Mr. Hall,

I hope that you and your committee will forgive this somewhat tardy reply to your very kind and courteous letter of 11th inst. I have however been suffering from some eye inconvenience which is now, fortunately beginning to right itself.

I shall be very happy and indeed myself honoured to accept the invitation of the officers and members to become an Honorary Member of the esteemed Mayflower Club (world wide). I have never ceased to be astonished by the affection and hard work of Vintage Car Members and Kindred Car Members for these elderly marques, and it is indeed gratifying as an elderly marque myself to be remembered by them. British Leyland is forever in the news and is now fighting what may well be its last battle for industrial survival.

I am reminded of the famous factories that may well become Motor Car History unless some reason prevails. Your members will know that the Mayflower was produced by the then Fisher & Ludlow Company at Castle Bromwich, following the Company policy to dispose of their many multi storied factories in favour of a huge factory "on the flat". The Castle Bromwich complex was I suppose still a government "shadow factory" and in war time is produced spitfires, indeed it is still known locally as the old spitfire factory. Now it is faced by another Battle for Britain.

Painted, Trimmed and finished (interior) the body was despatched to Tile Hill and Canley for engine, transmission suspension installation, final finish and test. I mention Canley and Banner Lane the former the parent standard home and the latter, the engineering "Head".

Banner Lane was, and again still is a Government Shadow Factory, and during the war produced Hercules Aero Engines. Canley the later the home of all post war Triumphs was also adding its quota to the battle for war time survival. The Factory produced Oxford twin engined trainer aircraft, Beaufighter fuselages, "soft fighting vehicles", beaverettes, bomb sites etc. It also produced the better part of 1,000 Mosquito fighters and fighter bombers and additionally flight tested them off its own airfield at Anstey.

I will remember some time in 1943 in company of some engineering colleagues, meeting a young ferry pilot - a young woman of perhaps twenty two years of age, very quiet, self assured, very pretty and immaculate in uniform. About half an hour later in flying kit and parachute harness, she climbed into the cockpit of a Mosquito fighter.

She took that big beautiful aircraft down the runway - unstuck - tucked up her undercarriage and disappeared into the overcast, she would deliver that plane to a fighter station somewhere in England. I see her now as I did then, and I do not believe she weighed eight stone - sopping wet - wonderful girl.

Now Canley is I hear scheduled for closure. I think it is the end of a long era in Motoring History.

My best wishes to the officers and members of the Club.

Yours sincerely,
W. J. Belgrove.

